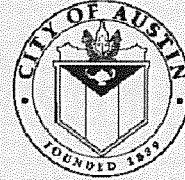


PROPOSED CORRIDOR CONSTRUCTION PROGRAM

**austin
MOTION**
2016 MOBILITY BOND



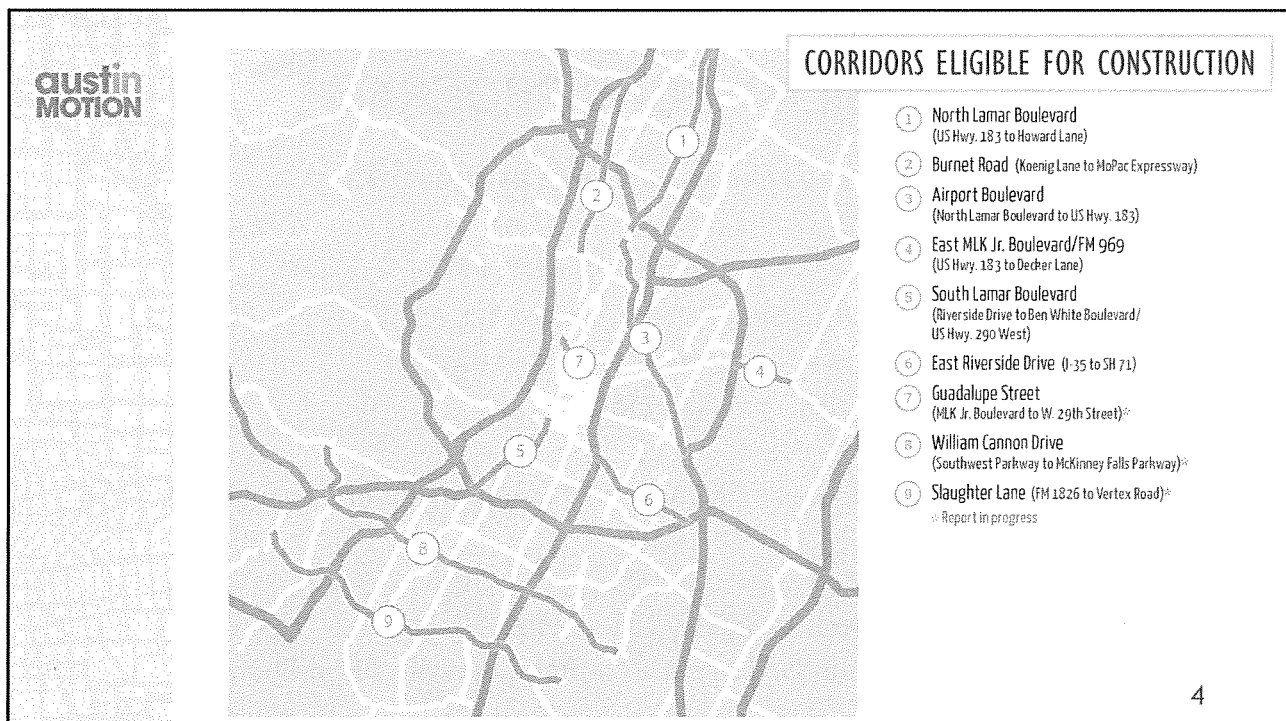
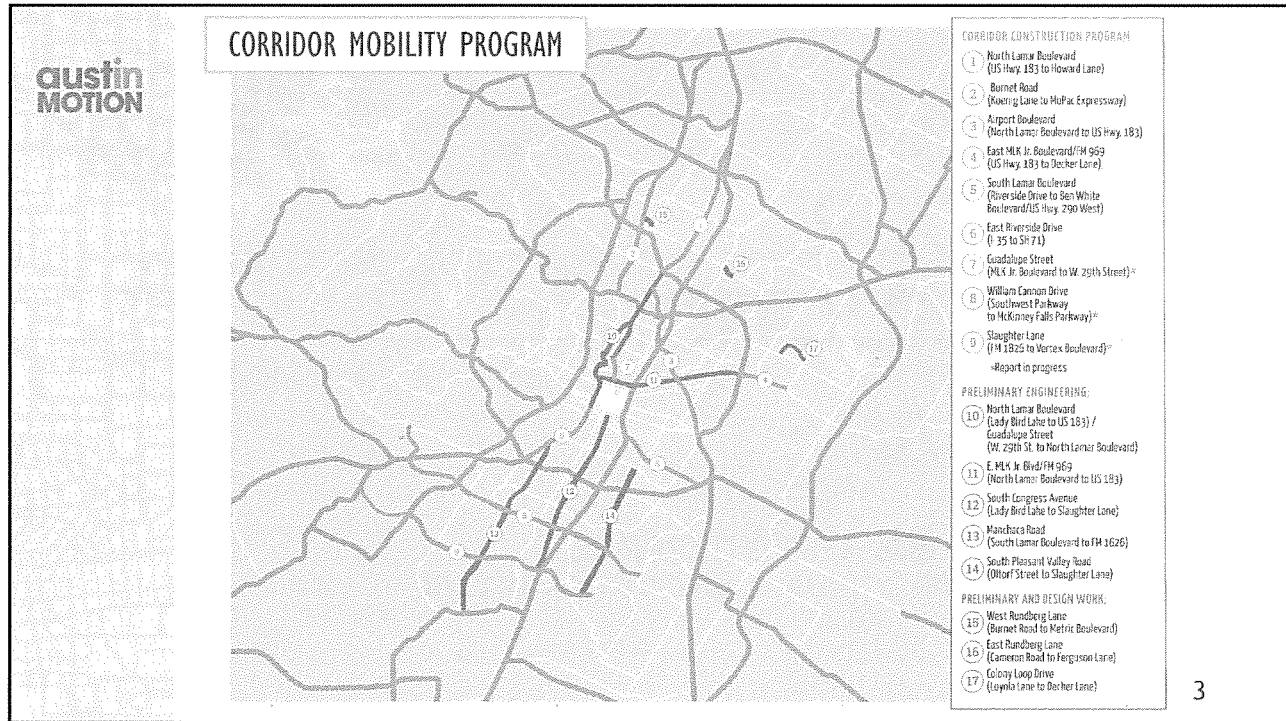
MBEWBE/SMALL BUSINESS ENTERPRISE
PROCUREMENT PROGRAM ADVISORY COMMITTEE
MARCH 6, 2018

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MOTION**

2016 MOBILITY BOND PROGRAM

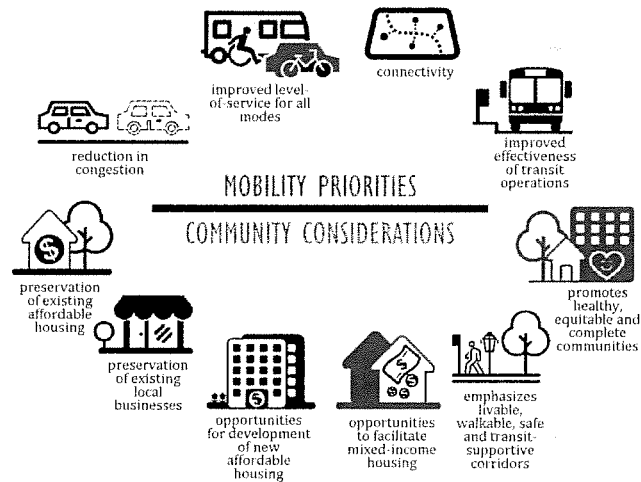
\$720 million for transportation and mobility improvements

- \$101 million for Regional Mobility Projects
- \$482 million for Corridor Improvement Projects
- \$137 million for Local Mobility Projects
 - Sidewalks - \$37.5 million
 - Urban Trails - \$26 million
 - Safe Routes to School - \$27.5 million divided evenly by 10 City Council Districts
 - Bikeways - \$20 million
 - Intersection Safety/Vision Zero - \$15 million
 - Sub-Standard Streets/Capital Renewal - \$11 million



CONTRACT WITH VOTERS

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MOTION**

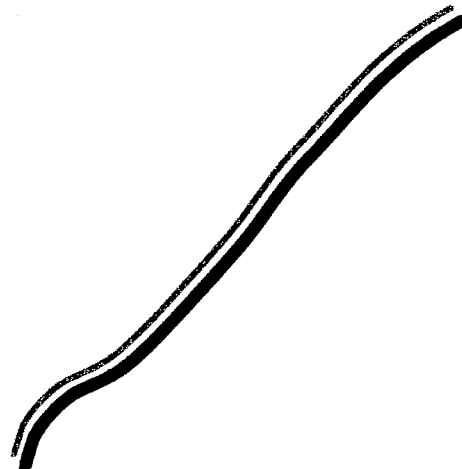


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CORRIDOR-WIDE MOBILITY IMPROVEMENTS

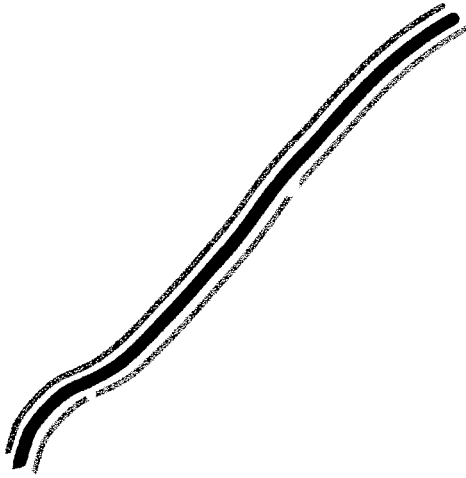
**austin
MOTION**

- Continuous ADA-compliant sidewalks
- Signalized pedestrian crossings (PHBs)
- Continuous bicycle facilities
- Intersection safety improvements
- Traffic signals with enhanced technology
- Transit priority signals/bus queue jump lanes
- Optimized transit stop locations (Capital Metro Connections 2025)



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ENHANCED MULTIMODAL IMPROVEMENTS

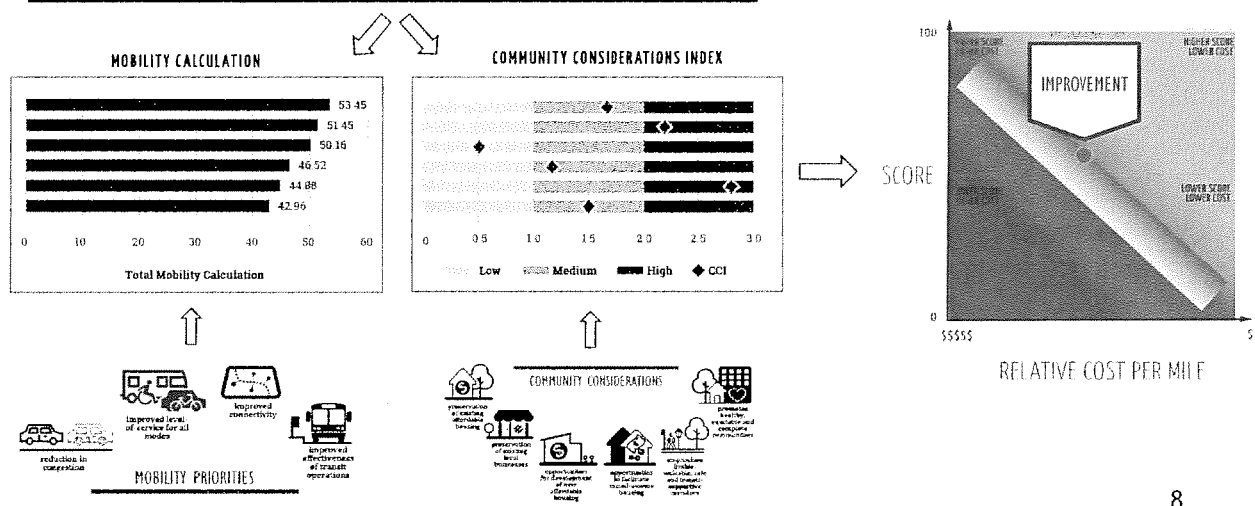


Corridor-wide mobility improvements plus:

- Full street reconstruction to ideal multimodal configuration
- Wide sidewalks/shared-use paths on both sides of the road
- Protected bicycle facilities
- Improved driveway configurations and medians
- Drainage improvements to support mobility improvements
- Street lighting
- Landscaping/trees

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34 INVESTMENT PACKAGES OF CORRIDOR-WIDE MOBILITY IMPROVEMENTS OR ENHANCED MULTIMODAL IMPROVEMENTS ON 9 CORRIDORS



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PROPOSED CORRIDOR CONSTRUCTION PROGRAM

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PROPOSED CORRIDOR CONSTRUCTION PROGRAM



\$1.4 billion Corridor Construction Program: 34 investment packages across 9 corridors

- Approach to implementation – Maintain flexibility to leverage other funding opportunities. All 34 investment packages will move forward in one of the following funding categories:
 - Full design and construction with 2016 Mobility Bond
 - Initiate design with 2016 Mobility Bond, seek additional funding
 - Seek other funding (leveraging, partnerships, other opportunities)

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FULL DESIGN/CONSTRUCTION



CORRIDOR-WIDE MOBILITY IMPROVEMENT PACKAGES FOR ALL 9 CORRIDORS

- Intersection improvements, pavement rehabilitation, traffic signal upgrades
- ADA-compliant sidewalks or shared-use paths along full length of each corridor
- Bicycle facilities (bicycle lane or shared-use path) along full length of each corridor
- Transit signal priority, improved connections, bus queue jump lanes

ENHANCED MULTIMODAL IMPROVEMENTS FOR:

- East Riverside Drive: Shore District Drive to Montopolis Drive

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IMPROVEMENTS ON-THE-GROUND



Proposed full design and construction will lead to up to:

- ~75 miles of sidewalks or shared-use paths citywide
- ~40 miles of dedicated or separated bike lanes
- ~30 miles of pavement rehabilitation
- ~30 intersections improved
- ~120 signal improvements
- ~40 PHBs

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Reduced Vehicular Delay

- Anticipated 25% average reduction in delay time
- 30 intersections improved, 50 new intersection turn lanes
- 120 signal improvements with new technology
- 30 miles of pavement rehabilitation

Increased Safety

- Anticipated 15% reduction in crash rate
- 13 of Austin's Top 28 crash intersections improved
- Intermittent median islands to reduce crashes
- 40 new mid-block pedestrian crosswalk signals (Pedestrian Hybrid Beacons)

Better Connectivity and Travel Options

- 75 miles of sidewalks or shared-use paths creating a complete network along the length of all nine corridors
- 40 miles of bicycle lanes creating a complete network along the length of all nine corridors
- 100 bicycle route connections
- Coordinated transit improvements (Capital Metro Connections 2025)

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INITIATE DESIGN & POTENTIAL CONSTRUCTION**ENHANCED MULTIMODAL INVESTMENT PACKAGES FOR:**

- William Cannon Drive
 - Design of enhancements for all segments of William Cannon Drive
 - I-35 to McKinney Falls Parkway (submitted for CAMPO grant)
- Airport Boulevard
 - Design of enhancements for all segments of Airport Boulevard
- South Lamar Boulevard
 - Panther Trail to US 290/Ben White
- North Lamar Boulevard
 - Parmer Lane to Howard Lane/I-35 (submitted for CAMPO grant)

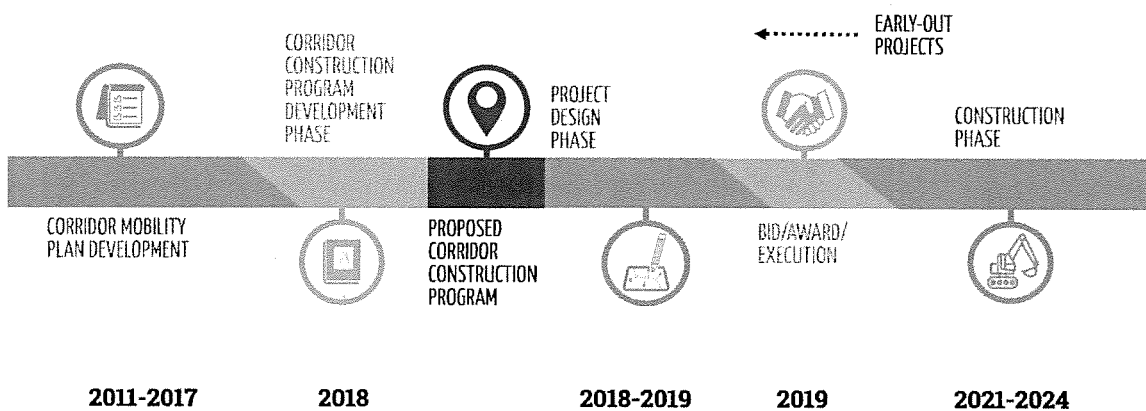
14

IMPLEMENTATION & COORDINATION

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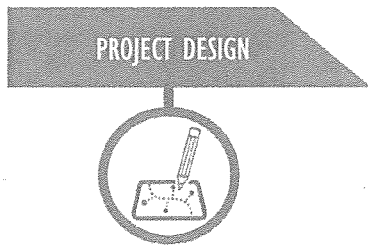
PROGRAM TIMELINE

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motion**



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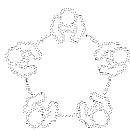
DESIGN PHASE ACTIVITIES



- Conduct land surveys
- Develop traffic management plan
- Public outreach and engagement
- Final design
- Refine cost estimates, seek budget efficiencies
- Potentially advance some design-only improvements to construction
- Permitting for projects

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DESIGN PHASE OUTREACH & ENGAGEMENT



- Design meetings with corridor stakeholders
 - Businesses
 - Property Owners
 - Residents
 - Neighborhoods



- Frequent and consistent communication



- Regular reports and updates to Council, Boards & Commissions

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IMPLEMENTATION STRATEGY



- ✓ Expedited capital delivery processes
- ✓ Leveraging/funding opportunities
- ✓ Coordination with City departments, agencies
- ✓ Aggressively manage risk, cost & schedule
- ✓ Design standards
- ✓ Continue to use Contract With Voters
- ✓ Continue to plan, phase, program

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PROJECT SEQUENCING



- Bulk of construction: 2021-24
- Seeking early-out construction opportunities
- Strategy:
 - Get in, get out
 - Minimize impact
 - Effectively manage traffic flow
 - Engage stakeholders early and often throughout design, construction

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QUESTIONS?

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